


OGC 78-8418
20 December 1978

78-420411
OTM

MEMORANDUM FOR : Deputy Director for Administration
FROM : 
Assistant General Counsel
SUBJECT : Response to Christian Pilots Association

STATINTL

1. Attached is a proposed response which I think would be appropriate for you to use in this situation.

STATINTL

2. Please advise if I can be of further assistance.



Att

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INTERNAL
USE ONLY

CONFIDENTIAL

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ROUTING AND RECORD SHEET

SUBJECT: (Optional)

STATINTL

FROM:

Associate General Counsel
Rm. 7D01, Hqs.

EXTENSION

7521

NO.

DATE

DD/A Registry
File *0111*

TO: (Officer designation, room number, and building)

DATE

OFFICER'S
INITIALS

RECEIVED

FORWARDED

COMMENTS (Number each comment to show to whom. Draw a line across column after each comment.)

1. DDA
Rm. 7D18, Hqs.

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15.

Jack,

See the proposed response for your signature to the Christian Pilots Association, Inc., together with their letter. Our draft obviously is an attempt to be accurate and honest without sending the correspondence down a wild goose chase to another Government agency while also showing concern for the refugees involved.

STATINTL

78-4641

Mr. Howard Payne
Founder-President
Christian Pilots Association, Inc.
Box 5157
Pasadena, California 91107

Dear Mr. Payne:

Your letter of 7 December to Admiral Turner in which you request the U.S. Government to purchase two aircraft to permit you to use them to demonstrate the feasibility of a rescue effort for Vietnamese refugees has been referred to me for response. You also requested certain other assistance from the Federal government.

Your proposal essentially involves the foreign relations of the United States, which is not a matter within the authority or responsibility of this Agency. Nonetheless, I have great sympathy for refugees and others whose lives and well-being may be jeopardized from any source.

Sincerely,

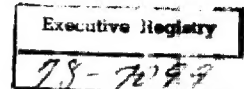
John F. Blake
Deputy Director
for
Administration

STATINTL

Originator:OGC; [REDACTED] se 21 Dec 78

Distribution:

- 0 - Addressee
- 1 - ER w/ref
- 1 - OGC w/ref
- 1 - DDA Chrono
- ✓ 1 - DDA Subject
- 1 - JFB Chrono



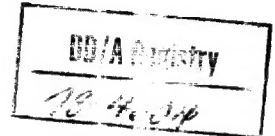
CHRISTIAN PILOTS ASSOCIATION, Inc.

International Headquarters

1605 E. Elizabeth Street • Pasadena • California 91104
Mailing Address: Box 5157, Pasadena, CA 91107

(213) 797-9515

Howard Payne, B.A., M.Div.
Founder-President



December 7, 1978

060-78-8356
18 Dec 78

Admiral Stansfield Turner
Director of the CIA
Washington, D.C.

Dear Mr. Turner:

Yesterday I put into the mail a proposal to the President and to Senators Mark Hatfield and S. I. Hayawaka that is designed to provide what in our opinion is the fastest way to rescue these brave Vietnamese people from what is almost certain death on their water coffins.

I am asking the U.S. Government to purchase two PBY Catalina Flying Boats and permit us to use them for one month to demonstrate the feasibility of this method. We estimate if four round-trips can be flown per day that we can save approximately 15,000 people.

We would like the government to approach the Philippine government and ask to rent a small island about two hundred and fifty miles from Vietnam or an island in Malaysia where we can have a landing strip or a semi-enclosed lagoon that can serve as our staging area where we can temporarily care for the refugees.

We have about a half a million dollars worth of food, clothing, hospital supplies, cots, and other important relief goods that we could mark for the care of these people. Many companies are willing to help us and with the oil companies providing the fuel or at least greatly discounting the price, we could save many thousands of tax dollars.

We know of two PBY Catalina Flying Boats in excellent condition. They are for sale at approximately \$150,000 each. We would need at least one spare engine. The fuel requirements for one month, including flight to the area and return will be about 60,000 gallons. Ideally we should float a fuel barge over to provide fuel because it will not otherwise be accessible. I am asking the oil companies to help us with a fuel barge but the government may also help us.

Since transportation of at least 35,000 or less of these people whom the US has permitted to enter the United States will be required, I am suggesting that we use one or two Liberty Ships out of the government San Rafael fleet.

We probably have all the crews and ground-support teams needed for this project. Many of our members are qualified to fly the PBYs and others have the maritime experience and engine room experience. I spent four years on board ship in the navy. We have in our membership admirals, generals, and every rank below. We are loyal to our country and eager to take leadership.

Flying for Jesus and human need.

- 2 -

The cost to government would be approximately half a million dollars. This would pay for plane purchase (two PBYS), 60,000 gallons of 100 octane av gas (less what the oil companies will give), salaries for 34 crew and ground-support teams, miscellaneous equipment and supplies and contingency funds.

If our projection of 15,000 people saved is prophetic, this will mean that each person's life will be worth about \$34.

If we can obtain this support from the government for this exciting project, and if we can be successful in our goal, it will show the communist bullies that life is worth something and that we care enough to do what is required to save these people.

There are three possible obstacles of major significance: (1) The monsoon rains are hitting south-east Asia now. I have discussed this with authorities who tell me visibilities are often two miles during this season of the year. If winds should blow the sea into swells beyond safe landing and take off, velocities may still not be such that we cannot drop inflatable life rafts and provisions.

(2) The danger from communist attack. Although only capable of flying at 122 knots, the PBY can detect slow gun boats. We will not take these airplanes close enough to provoke air strikes but if the communists come after us in international skies, perhaps the government can give us some defensive weapons so at least we can do more than just take it. I for one would like to go down fighting and I believe that is true of most of us.

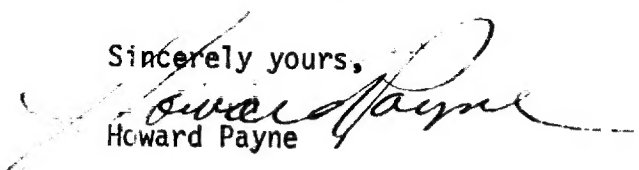
(3) Aircraft malfunction. We are selecting the best of the flying boats we can find. We are also approaching many companies and ask them for equipment that will increase the margin of safety in communication and navigation. Our crews should include at least four qualified mechanics to keep the planes serviced. We plan to work them on the night shift to keep the birds in peak condition. One motor change per plane is included in our cost estimate.

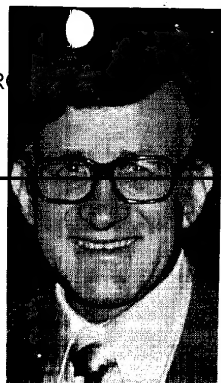
There are many other details that we need to discuss with you and no doubt a great deal that needs to be thought of and worked out but I wanted you to know what we are asking in the bold first draft and to let you know that we sincerely request our government to work with us. There is no doubt in our mind that this type of service by government, private sector, and business partnership is required to give people everywhere a chance to survive the communist butchers.

We wish to begin immediately. It may be too late to demonstrate this project before the inevitable blood bath begins in Rhodesia but if possible, we would like to be prepared to help the many thousands of whites and blacks to escape the blood-thirsty communist revolutionaries who will most likely take over in Rhodesia.

Your encouragement is needed.

Sincerely yours,


Howard Payne



Howard Payne, B.A., M.Div.
Founder-President and
General Director

We often hear, "Wings I know, but CPA?" Our little silver lapel membership wings give us opportunities to talk about flying and witness for Jesus.

What is CPA? We are a fellowship of born-again pilots throughout the world with a burning desire to involve ourselves in **Flying for Jesus and human need.**

The national parent organization is the mobilizing agency. It is our job to find the pilots and then group them into operational units we call **wings** out of which they are stimulated to fly church and mission projects. Included are disaster-relief missions, mercy flights, airlifts of food, medicines, and clothing to pockets of poverty and areas of need. We distribute hundreds of thousands of Gospel tracts at airshows and around airports. We fly pastors, evangelists, missionaries, and Gospel teams out there for first-line service - preaching the Word.

Our members have built a hundred and sixteen churches, a 100-bed hospital, clinics, low-cost housing, and have headed the air-logistics relief programs for whole cities.

I am amazed to realize that in our brief six years we have already delivered over three million pounds of volunteers and goodies for the Lord, and for this we give God the glory and praise!!

The following pages will present the most often asked questions with brief answers. If you love the Lord and love to help people, after reading this I hope you will be led to tie in with us. It is a tremendous experience and fellowship.

Sincerely yours in Christ

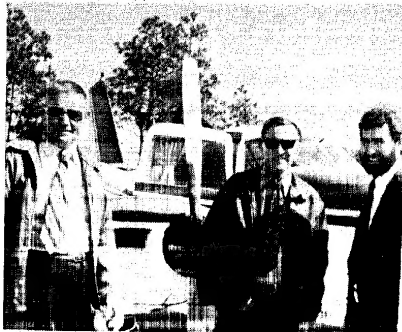
Howard Payne
Howard Payne



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Q. HOW IS CPA ORGANIZED?

Evangelical charitable organization incorporated in the State of California and under the control of a Board of Directors. It is organized much like a Christian franchise. The wings it develops are under the jurisdiction and general supervision of this corporation. There are nine regional areas in the country with Regional Representatives appointed by CPA, Inc.



Larry Day, and Charlie Shaw (not seen) of Suncoast Wing in Tampa, fly Howard Payne & SE Rep, Bob Obert to a church.

Q. WHAT IF I AM AFRAID OF FLYING? CAN I STILL BE A MEMBER?

Ans. Sure. The fear of flying may never totally be absent from any of us, but most would rather be up 10,000 feet in an airplane than taking chances with statistics on the freeways. There is much to do on the ground and maybe you're just the one to do it.

Q. DO YOU HAVE TO BE A PILOT?

Ans. No. We have many non-pilot members such as doctors, dentists, builders, nurses, etc.

Q. CAN ANY MEMBER-PILOT FLY A CPA MISSION?

Ans. Yes, providing the mission is authorized by a local wing or NHQ. A pilot must have a minimum of 200 hours experience as pilot-in command to fly passengers or cargo on CPA missions. We urge all pilots to have adequate personal, liability, and hull insurance - particularly renter pilots. The pilot is fully responsible for the flight and no "agency relationship" exists for any flight. Every flight is totally voluntary.

Q. ARE PILOTS PAID FOR THEIR SERVICES?

Ans. No. All pilots flying CPA missions do so on a voluntary basis and give their time and services

CPYRIGHT

Q. WHO PAYS FOR FLIGHTS?

Ans. Under Part 91 of the FAA regs the cost of such flights may be shared with those who enjoy them. If the pilot is unable to pay for all the costs, he shares this with the passengers before the flight and an understanding is reached. Pilots are urged to consult local GADO officials when in doubt.

Q. ARE SPEAKERS AVAILABLE?

Ans. Yes, NHQ and most wings have personnel available for speaking engagements.

Q. WHAT IS THE CHARGE FOR THE CPA PROGRAMS?

Ans. There is no charge. Churches and other groups usually take up a love offering to pay for cost of travel such as fuel for the plane and accommodations for the pilot.

Q. IS CPA TAX-EXEMPT?

Ans. Yes, under Internal Revenue Code 501(C)(3), and 170 (b)(1)(A)(vi).

Q. HOW IS CPA FINANCED?

Ans. Through membership dues of \$25 per year, gifts from members (last year averaged \$32 per member), foundation grants, contributions from corporations, churches, and interested friends. Recently an American Airlines captain gave his airplane to CPA. Another man gave us an excellent automobile.

Q. HOW ARE DUES OF MEMBERS USED?

Ans. The income from dues is our primary source of operating funds. We keep our international office going, pay rent, buy postage, provide printing, our tabloid, visit wings, develop new wings, coordinate activities, maintain membership rolls. We also spend funds on mission projects.

Q. DOES CPA HAVE AN INSURANCE PROGRAM FOR THE MEMBERS LIKE AOPA?

Ans. Yes, but we begin with \$1000 for accidental death and dismemberment, 24 hours, for one dollar of the \$25 dues.



DC-3 used by Miami Wing in Haiti. HQTRG was given free use of a DC-3 for our relief ministries in Zaire and Iran. E-2802

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CPYRGHT

Q. WHAT ARE THE CPA PUBLICATIONS?

Ans. The CP NEWS is the official voice of CPA. The PRESIDENT'S REPORT is another. Many wings produce a newsletter for local distribution.

Q. ARE THERE ANY PAID EMPLOYEES?

Ans. The national headquarters office has three full-time staff members, all volunteers, and all developing their own support as missionaries. Some of the wings have employees.



Leroy Storey & Dixie Geivett, our devoted office staff. They keep things running smoothly and deserve your support.

Q. HOW DO EVANGELICAL ORGANIZATIONS RELATE?

Ans. We work closely with many evangelical agencies and a wide variety of churches. Those who wish our services are requested to fill out an inquiry form so we can qualify them.

Q. WHAT IS A WING OF CPA?

Ans. A CPA wing is a branch office of this corporation. It is a local base of operations which receives its authority and charter from the national organization.

Q. WHERE ARE THE WINGS LOCATED?

Ans. We have established wings throughout the west and east coast states with several scattered throughout the midsection of the USA. British Columbia has been started as a separate organization in fellowship, and other countries are waiting the formation of CPA ministries.

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Ans. Either the national office initiates a new wing in areas of high concentration of members and prospects by appointing one or more members as founders, or interested members make application to start a new wing. The national office provides all the forms and materials and works closely with the founding members until a wing is fully developed and operational. After that only occasional visits and contacts are required from NHQ personnel.

Q. WHAT DOES CPA, INC. SUPPLY TO THE WINGS?

Ans. We give to each wing its charter and authority to begin a wing. This includes the standardized format, forms, organizational structure, membership credentials, a place in the CP NEWS, liaison with national and international agencies and leaders. We provide the promotion and public relations materials and tie into the wings in advertising. We give each wing a computer base for its development and assist by way of continuous consultation in the earliest operational status. We coordinate activities in times of national or international disaster, and we provide the conduit for the start-up funds that are collected and held in trust.

Q. HOW MAY I JOIN THE CHRISTIAN PILOTS ASSOCIATION, Inc.?

Ans. We ask you to pray for God's guidance then fill out the enclosed application or return the coupon at the end. Send to CPA, Inc., as addressed, with your first annual dues of \$25. You should receive your credentials for membership in a few weeks if you are qualified. Your \$25 will be cheerfully refunded if you are not qualified.

Return coupon for membership application.

☐ I am interested in joining Christian Pilots Association. Please send me an application.

Name _____

Address _____

City _____ State _____ Zip _____

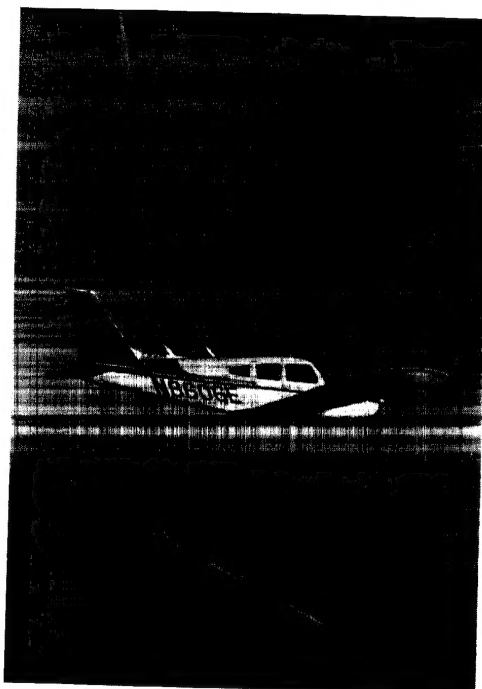
Phone _____

☐ Enclosed gift to be used where needed.

☐ Check here if you are born-again and if you can agree with the CPA's doctrine of faith that is along the same general lines of the National Association of Evangelicals.

Christian Pilots Association
Box 5157 • Pasadena • CA 91107

CHRISTIAN PILOTS ASSOCIATION



More Information

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UNCLASSIFIED CONFIDENTIAL SECRET

EXECUTIVE SECRETARIAT (O/DCI)

Routing Slip

TO:		ACTION	INFO	DATE	INITIAL
1	DCI		✓		
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SUSPENSE DATE:

18 Dec

Remarks:

To 6: ~~As per Det. response.~~

Changed to JFB
response & ES
notified

STATINTL

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<p>mm</p> <p>Please get together with OGC + OLC and prepare a reply -</p> <p>[REDACTED]</p> <p>Michael J. Malanick</p>			
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Associate Deputy Director for Administration			15 Dec 78
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	ACTION	DIRECT REPLY	PREPARE REPLY
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